BOOKS OF ARTISTIC CRITICISM AND BIOGRAPHY.

OF THE BEAUTY OF WOMEN. Dialogue by Messer. Agnolo Firenzuola. Translated from the Italian by Clara Bell, with an introduction by Theodore Child. Octavo, pp. xvii, 178. New-York: Charles Scribner's Sons, 1833.

LIFE OF CHRISTIAN DANIEL RAUCH. Drawn from German authorities by Ednah D. Cheney. Octavo, pp. viii. 331. Boston: Lee and Shepard, 1893.

THE LIFE AND LETTERS OF WASHINGTON ALLSTON. By Jared B. Flagg, N. A. Illustrated, Royal Octavo, pp. xvii, 434. New-York: Charles Scribner's Sons, 1893. THE COLUMBUS GALLERY. By N. Ponce de Leon. Illustrated. Quarto, pp. 178. New-York: N. Ponce de Leon. 1883.

OLD SWORD PLAY. By Alfred Hutton. Illustrated. Quarto, pp. 36. New-York: B. Westertrated. Quarto, pp. 36. No mann and Company, 1893.

Agnolo Firenzuola was one of those accom plished dilettanti of the sixteenth century in whom the racy humors of their time struggled for the mastery against erudition and classicism. He could prove himself an arrant pedant. Notlling could stand, he held, before a quotation from Plato, and his work is plentifully enriched with references to antiquity and antique authors. But he was a readable novelist in an age which fashioned its standard on men like Boccaccio and the Bishop of Agen; men who, whatever their faults may have been, were certainly matchless story tellers. He held his own amongst his learned contemporaries. They praised him for the purity of

Why Firenzuola's "Dialogue of the Beauty of Women" should have been translated by Miss Clara Bell, and published recently, is a question which the late Theodore Child, who wrote an introduction for the new edition, was himself moved to ask He had no difficulty in answering it satisfactorily, nor will any sympathetic reader of the gallant old Florentine's discourse. His book, for all its profusion of classical allusion, is far from being the lumber which might be expected from so inveterate an academicifn. He was a close and delicate observer of women, and his analysis of their charm is as fresh and convincing now as it must have been to his earliest readers. It is preserved, moreover, in a beautiful example of a beautiful literary form. A favorite device of the Italian novelists was to imagine their tales as having been told in some villa or palace where stress of weather, perhaps, had detained a party of high-bred men and women. Firenzuola had employed it in writing his novels, he knew its possibilities well, and he employed it again in constructing his dialogue on the beauty of women. He placed an embodiment of himself, one Celso, in the garden of an abbey. There he led him into the company of four ladies of Prato, Madonna Lampiada, Madonna Amororrisca, Selvaggia and Verspina, and there under the cypresses "they tarried disputing of Madonna Amelia della Torrenucya," whom one called a beauty and another not even well-favored." No burden of artificial culture could extinguish Firenzuola's store shrewdness and vivacity nor could it obscure the fine quality of his artistic feeling. He carries into this dialogue the strongly human temper of his writing in fiction, but he is also, upon this occasion, the courtier and the connoisseur to his finger tips. Nothing could be more restrained, more elegant, in better taste. This monk of Vallombrosa, whose writings were more than once a scandal to the Church, is here a very Galahad knew Coleridge intimately, and the long list of among critics. Of the practical value his ob- his acquaintance included Irving, Lamb, West, servations may possess for modern women it is ifficult to make an estimate. Mr. Child admits that some of them are only to be fully understood when studied in connection with the quotable paragraphs-he himself was not an epipictorial memorials of the Renaissance, with

temporaneous ring in nineteenth century ears. "I know not what to say of majesty," says Celso, "save that it is a common use of daily speech when a lady is tall and well-shaped, carries herself well, sits with a certain grandeur, speaks with gravity, laughs with modesty, and finally diffuses, as it were, an odor of queenliness. Thus, by majesty we mean nothing else than the movement and carriage of a lady with a as it ever was that "it is most seemly in a noble and gentle lady, as a manifestation of her happiness, to laugh with modesty, severity and candor, without much motion of her body, in a low and life can fail to perceive the ability with truth with which he reproduces a gracious phase of the other. The "Dialogue" is a trenchant

picture of Renaissance manners.

Firenzuola's entire argument makes for a noble

ideal of beauty, which is comprehensible to-day

and still to be desired. Charm, grace, seemliness,

majesty, are now what they always were, and

Firenzuola's words on these topics have a con-

A variant of the pseudo-classic character typified in Firenzuola is provided in the history of German plastic art by Daniel Rauch. This sculptor was of the race of the Florentine author in that he was perpetually seeking the confirmation of his ideas in classic models. With Mrs. Ednah D. Cheney, the author of a "Life of Christian Daniel Rauch," which has lately appeared, it is an article of faith that her hero combined within himself the best of ancient and modern tendencies. But everything is a matter of faith with this biographer. She will tell you in cold blood, apropos of the celebrated recumbent statue of Queen Louise, that "criticism of this beautiful work is needless"; that "it is the meeting point of the real and the ideal." As a matter NEW BOOKS. of fact Rauch was a sculptor of talent who found his Waterloo, as so many other Germans of his time found theirs, in the statuary halls of the Vatican. They thought they had found their promised land there. "How unhappy were we sculptors," exclaims Rauch, "but for Greek art and its works:" Happy they were, no doubt, in their invasion of Rome, and it is true that the revival of enthusiasm for classic art in Germany was of the greatest benefit to the spread of culture within the boundaries of that country. The ture within the boundaries of that country. The value of the labors of Winckelmann, Lessing and JEREMIAH CURTIN. Illustrated by Edmund H. Goethe is simply incalculable. But to the group of artists at Rome, who sought to realize in the concrete the plastic ideal of antiquity, the return to that ideal assured nothing but extinction in the eye of posterity. The Italian Canova, the Swedish Thorwaldsden, the German Schadow, and Rauch were all committed by their passion for the antique to a falsely elevated level, upon which their technical limitations permitted them to produce respectable works of art, but none deserving of a better epithet than that. In the face of Thorwaldsden's lion at Lucerne, of Canova's dainty "Cupid and Psyche"; in the face of Rauch's "Queen Louise" at Charlottenburg and his "Frederick" at Berlin, it would be useless to deny any of these celebrities a certain executive power. In the face of the absolutely colorless style of their most noted works, it would be equally useless to deny the insignificance of their stations in the range of plastic art.

Rauch in his own land is famous. Outside of it he means nothing to the amateur. Sentimentallists everywhere love him for his "Queen Louise." Cool-headed critics everywhere-except at home, where they lose their self-poise-regard him as sophisticated in the antique school beyond the recovery of any national characteristics and deficient in the personal strength which might have counteracted the dulness of his classic mood. He was born in 1777, and died in 1857. His countrymen have tounded a museum in his honor, and Dr. Eggers, the biographer of the sculptor, has taken five volumes in which to tell his story. Mrs. Cheney has brought the narrative within the compass of a single volume. We have no hesitation in saying that the student will find in that volume all that it is worth his

Writing of one of the Academic Roman school, of Canova, the American artist, Washing-

while to know of Christian Daniel Rauch.

Canova had genius. The artists were doubting his genius twenty years ago in Italy, and now few artists call him a man of genius." Precisely the same fate has overtaken Allston bimself. It is the testimony of "The Life and Letters of Wash ington Allston," by Jared B. Flagg, N. A., that the American painter was a great man to his contemporaries. Leslie, a fellow artist in England, described one of Allston's pictures as worthy to rank with the best works of Paul Veronese." Among Coleridge's marginalia there urs a reference to "Washington Allston, a painter born to renew the sixteenth century. Perspective contributes much to the fixing of an artist's status. Aside from the fact that your truly great artist is never born to renew a past century, but to express the genius of his own, it is obvious that Coleridge was too close to the friend he loved next to Wordsworth, according to his own account, to judge him fairly. Allston had his vogue at one time, early in the century. It is gone now and has been gone for a long while. He was born in Charles ton in 1779. In his young manhood he met with our old miniaturist, Malbone, and in his company proceeded to London. They arrived there in 1801. Reynolds and Gainsborough were both dead. Romney had only one more year in which to live The tradition of the splendid maestria of the English school of portraiture was sustained by Lawrence alone. Much as they admired the latter, the artists then dominant in London were in no way qualified to emulate the buoyancy and distinction of his style. Benjamin West was the president of the Royal Academy. Allston fell upon the generation of that ambitious but futile painter. His time was the time of Fuseli, Haydon, Leslie and Mulready. English art has known no more barren period. Fertile enough in ideas, the school was without the power to develop them effectively on canvas. Haydon and Fuseli built up their stately compositions and failed to breathe into them the breath of life. The prevalent tone is concisely expressed in one Revived by Touching the Bones of the Prophet Elijah." This painting, which is now in the pos session of the Philadelphia Academy of Fine Arts, was awarded a prize of 200 guineas by the British Institution, where it was exhibited in London West in speaking of it added: "He (Allston) has commenced where most of us leave off." It is a direct and literal adaptation of Italian motives, but plainly an old master of the Bolognese school at second hand, a far away echo of the Carace whom Allston admired. The picture suited English and American taste, at a time when taste was satisfied with a conventional and extremely hollow kind of art. The taste of the present day is indifferent to Allston as a painter, except upon the rare occasions when he appears as the author tractive style, though not one of especially forceful individuality, an excellent technical habit and a good deal of penetration.

ton Allston, said: "I never could feel that

place Allston upon the pedestal in the Pantheon ton as a man, and to interest readers in his experiences as the friend of interesting men. He Leslie, Morse, Horatio Greenough and R. H Dana. While the record of his intercourse with these personages does not happen to furnish many grammatic correspondent-it abounds in evidence the paintings of Botticelli and Mantegna. But of the esteem in which he was held.

> lished under his own imprint an illustrated quarto on the portraits of the discoverer of America He entitles it "The Columbus Gallery," and with in the limits imposed by its 175 pages he contrives to marshal an amazing number of resentments of the navigator. Mr. De Leon in cludes a great deal too much in his volume, which of obscure modern portraits which he reproduces and mentions is far too large for a book of serious pretensions. The systematic review of the old portraits recognized by the critics, the Jovian, the Yanez, the Lotto and the rest, is all that the book contains which is of any interest, and the interest in that is slight.

Another recent volume of research is the handtone, and rarely rather than often?" Great somely published treatise, "Old Sword Play," are the insight and sagacity of Firenzuola's compiled by Mr. Alfred Hutton. This brings within the reach of the modern fencer an exponent life can full to parents the ability with and life can fail to perceive the ability with sition of his art as it was practised in the six-which he maintains the honor of the one and the teenth, seventeenth and eighteenth centuries. Mr. Hutton offers searcely any remarks on the general history of his subject, but devotes himself to its little essay in aesthetics, and it is a charming purely practical bearings. With the assistance of the numerous plates reproduced from Italian and French authorities, the text aims at enabling the swordsman to really profit by the experi-ence of his predecessors. It is emphatically a work for students of fence, a lesson-book pure and

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T. GEORGE DODWORTR.

Reopens Saturday, October 21st. Class and private lessons. (New Tuxed lancters.) Legal Notices.

CUPREME COURT.—Plaintiff desires trial in the County of New York. The Farmers' Loan and Trust Conpany, as Trustee of Isabelia Forman, under the last will of John P. Dewlint, Plaintiff, against Thomas E. Sturreon, John T. Stanley and John Black, as Executors of the last will and testament of Margaret Sturgeon, decayed, Frederich Hobbes Allen, Jacob Hymna and Gussie Hyman, his wife, David Arndt, Sarah Andrews (sued by the name of Sarah, her first or Christian name being fielditions, being unknown to plaintiff, Sarah Blum (sued by the name of Sarah, her first or Christian name being fielditions, being unknown to plaintiff, Francis B. Thurber, Albert E. Whyland, Alexis Golfflot, fr., Jacob S. Gates, William A. Parshall, Henry B. Kirkhand, Ross Rothstein, Charles Lewis, Jacob Lewis and Martin M. Lewis, Defendants, Summons.
To the above-named Defendants and each of them:
You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear, or answer, judgment will be taken arathet you by default for the relief demanded in the complaint.

Dated, New-York, Sept. 5, 1893.

TURNER, McCLURE & ROLSTON.

TURNER, McCLURE & ROLSTON.

Plaintiff's Attorneys, Office and Postoffice Adiress, 22 William street, New-York, N. Y.

To the Defendant, Frederick Hothes Alicu:
The foregoing summinons is served upon you by publication pursuant to an order of Hon. Edward Patterson, one of the Justices of the Supreme Court, dated the 5th day of October, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House in the City of New-York, at the County Court House in the City of New-York, at the County Court House in the City of New-York, at the County Court House in the City of New-York, at the County Court House in the City of New-York, at the County Court House in the City of New-York, at the Count S UPREME COURT.-Plaintiff desires trial

SUPREME COURT, CITY AND COUNTY Oscar M. Dunham and the Casseil Publishing Company defendants. Oscar M. Dunham and the Cassell Publishing Company, defendants.

Notice is hereby given that under and pursuant to an order of this Court, dated the 9th day of October, 1893, and entered in the office of the Clerk of the City and County of New York in the above entitled action, I the understand. The Receiver of the Cassell Publishing Company, will sell ent dispose of all the stock, books, electrotyse and other plates, stationary, quire stock, paper, paper stock, subscriptions and subscription contracts, fruiture and fixtures claims, book accounts, promissory notes, contracts, rights, money and cash in hank, and all other property and assets of said Cassell Publishing Company mentioned in the catalogue or inventory thereof dated September 1st, 1893, and filled in this action in the office of the Clerk of the City and County of New-York on the 3d day of October, 1893, together with all such additions thereto as shall have been made by him therefrom as may occur in the conduct of the business of said company down to the time of the saie and transfer by him to the purchaser, being all of such property and assets as shall be remaining in his such property and assets as shall be remaining in his hands at that time as a whole, in one parcel, at public ancient, to the highest hidder, at a price not less than one hundred and fifty thousand dallers, at the principal story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company, Nos. 104 story or place of business of said Company. ancion, to the highest bidder, at a price not less the one hundred and fifty thousand dollars, at the princip store or place of business of said Company, Nos. II and 10d Fourth Avenue, in the City of New-York, a twelve o'clock hoon, on the twento-seventh day of Oct ber. 1803.

TRACY, BOARDMAN & FLATT,

Attorneys for Receiver, 35 Wall Street, New-York City.

Railroads.

Pennsylvania

STATIONS, foot of Desbrosses and Cortlandt Streets.

In Effect October 15th, 1893. 9.00 A. M. COLUMBIAN EXPIRESS.—Pullman Sleeping and Dining Cars to Chicago, Chelmath, and Ind.an., applis. Arrives Chelmath 6.35 a. m., Indiatapolis 7.55 a. m., Chicago 10 a. m. next day.

9.00 A. M. FAST LINE.—Fo. Pittsburg and Chicago, Parior and Sleeping Cars.

12.00 NOON. PENNSYLVANIA LIMITED. Pullman

6.30 F. M. WESTERN EXPRESS.—Pallman Sleeping Cars to Pittsburg, Chicago and Cleveland. Dining
Car to Chicago. Arrives Cleveland II :40 a. m., Chi ago
5.30 p. m. next day.
7.50 P. M. SOLTHWESTERN EXPRESS weekdays, 7.45 p. m. Suedays.—Pallman Sleeplag and Dining Cars to Checknati and St. Louis. Arrives Chicagmatt 6 p. m., St. Louis 7:00 a. m. second morning,
Sleeping Car New-York to Chicago. Arrives Chicago
7.00 a. m. iscond morning. Tole of 11:20 p. m., Columlus 7:15 p. m., Cleveland 6:10 p. m., week-days,
2.00 P. M. SHEXAN BOAH VALLEY ROUTE daily,
with Sleeper to New-Orleans.

BALTIMORE, WASHINGTON AND THE SOUTH. 10.00 A. M.-"Wushington Limited" weekdays, Phil-man Parlor Cars and Dining Car. 3.20 P. M.-"Congressional Limited" daily, Pullman Parlor Cars and Dining Car, arriving Washington 8:25

S. M. PREVOST, J. R. WOOD. General Manager. General Pass'r Agent. LEHIGH VALLEY R. R.

Passenger trains leave foot of Liberty-st.
AS FOLLOWS:
7:00 A. M. daily for MAUCH CHUNK and interedute stations, 8:15 A. M. daily for GENEVA, ROCHESTER, 10 FFM.O and the West, POUTSVILLE and procept ocal points; chair car to Wilkesbarre, Pulman car to Prido A. M. daily except Sunday for CLINTON and informediate stations.

11:30 A. M. daily for GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Poliman sleeper to CHICAGO via Burfalo: Pulman Burfat and all intermediate stations, connections for RAMBAN. And and principal intermediate stations; chair car to Wilkesbarre; connectione for Pultsville.

1:00 and 6:30 P. M. daily, except Sunday, for TUNKHAN. Not & and principal intermediate stations; chair car to Wilkesbarre; connectione for Pultsville.

1:00 and 6:30 P. M. daily except Sundays, for MAUCH CHUNK and intermediate stations; chair car to Each Sulfalo.

5:15 P. M. daily except Sundays, for MAUCH CHUNK and intermediate stations; chair car to Each Sulfalo.

6:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West; Pulman Siepers to Chicago, via Burfalo and Suspension Bridge; connections for Reading and Burfalo NIAGARA FALLS, and all points West; Pulman Burfet sleeper to Chicago, via Suspension Eridge; Pulman Burfet Sleeper to Chicago, via Suspension Additional Sunday trains 10:30 A. M. for Mauch Chunk and Intermediate stations, General Eastern Office, 23 Brondway, New-York City, The New-York Transfer Company will call for and check bagginge from hotel or re-fidence through to des Russlon.

ROLLIN H. WILPUR, Assistant Gen'l Pass. Agent. Gen'l Sup't. Eastern Div. 100 A. M. daily except Sunday for CLINTON and

N. Y., ONTARIO & WESTERN R. R. Excursion Tickets, New-York to Chicago and Re-

Excursion Tickets, New-York to Chicago and Restura, 228,00.

Special Conch Excursion on Tuesday, Oct. 17, at \$17,00 Wednesday, Oct. 18th, and Thursday, Oct. 19th, at \$15,00. Saturday, Oct. 21, at \$17,00.

Trains leave foot of West Cid-st. as follows, 15 minutes earlier from Franklinst.;

Sc25 A. M. downerst Sunday) for Wallkill Valley R. R. R. Stations, Modiletown, Elienville, Fellishurg, Laberty, Carbondale, Seranton, Walton, Deini, Sidney, Norwien, Utica, Rome, Omedia, Walton, Deini, Sidney, Norwien, Utica, Rome, Omedia, Fulton, Owego,

3:15 P. M. (ovegt Sanday), Sullivan Co. Express for Waltkill Valley Railroad stations, Campbell Hall, Middletown, Elienville, Mountain Date, Centreville, Fallshurg, Hulleyville, Liberty Falls, Liberty, Parksville, and 13vingston Manor.

7:45 P. M. (Gally) Middletown, Summitville, Fallshurg, Liberty, Livingston Manor, Reckland, Walton, Sidney, Norwich, Omedia, Fullon, Oswego.

7:45 P. M. daily, via Niagara Falls. Rectining chair car (seats free) New-York to Nagara Falls. Lirough Pullman sleepees New-York to Nagara Falls. Lirough Pullman sleepees New-York to Nagara Falls. Rectining chair Carlests and Pulman accommodations at 3:1 Broadway. New-York Transfer Company calls for and cheeks baggage to destination.

J. C. Anderson, G. P. A.

Through trains for Chicago and the West leave New-York, foot of Chambers-st, daily, as follows, and five minutes earlier from West 23d-st, and the Chicago Pulman Sleeper, Vock to Pufalo and Nagara Falls. Dilinar car, Sevenation of Particle Care New York to Pufalo and Nagara Falls. Dilinar car, and Chicago Ceveland and Chicago Linday Care Vock to Chicago Ceveland and Chicago. Dilinar car, G.30 2 M.—Solid train to Chicago La Nagara Falls. Sleepers to Pufalo and Chicago. Sleepers to Pufalo and Chicago. Sleepers to Route Chicago Sleepers to Pufalo and Chicago. Sleepers to Hornells-the Chicago and Chicago.

S.:30 P. M., "Via Chartonius Lake and Niagara Falls, citte. Chicago and Cincinnati.

I ocal Time Table, Ticketts and pullman I accommodations at 261, 291, 101, 849 and 957 Broaders of the Wester, 156 East 125thest, Chambers and West 93d-st, ferries New-York: 233 Fulton-st., Broaklyn; 200 Hudson-st., 100 Hud and-twenty-fifth-st.; 243 West One-hundred-and-twenty-fifth-st., and 320 West One-hundred-and-forty-fifth-st., up to 8 p. m., at regular office rates.

In Brooklyn, at 63 Court-st.; 505 De Kalb-ave.; 1,260 with board. H. Gaze & Sons, 113 Bway, N. J., (20) Befford-ave., up to 8 p. m., at regular office rates.

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FOR PARTICULARS SEE TICKET AGENT.

TRAINS LEAVE AS FOLLOWS: EMPIRE STATE EXPRESS. 8.30 A. M.-Except Sunday. Fastest train in the CHICAGO FAST MAIL. 9.10 A. M.-Dully for Buffaio, Niagara Falls, and Cas.

10.00 A. M.-Daily for Buffalo, Niagara Falls, and

NEW-YORK AND CHICAGO LIMITED.

DAY EXPRESS.

10.30 A. M.-Except Sunday. Saturday train runs to

WORLD'S FAIR SPECIAL.

1.00 P. M. -Daily. Due Chicago 1:45 P. M. nem SOUTHWESTERN LIMITED.

1.00 P. M. -Dally. Due Cincinnati 10:45 A. M., & EXPOSITION FLYER (LIMITED). GREAT 20-HOUR TRAIN TO CHICAGO, FOR THROUGH PASSENGERS ONLY. 3.00 P. M.-Daily. Due Chicago 10 A. M. next day.

ALBANY, TROY AND SARATOGA SPECIAL. NORTH SHORE LIMITED. 4.30 P. M. Duily. Due Detroit 8:55 A. M., Chies.

FAST WESTERN EXPRESS. 6.00 P. M. Duly. Due Chicago 9:00 P. M., & Wagner Service. NORTHERN EXPRESS.

6.25 P. M.-Daily. Due Burlington 4:45 A. M., Montreal 7:39 A. M. BUFFALO. NIAGARA FALLS AND ADIRONDACE MOUNTAIN SPECIAL. 7.30 P. M. -Daily. Due Buffalo 7:30, Niagan LIMITED FAST MAIL.

9.00 P. M. Daily. Sleeping Car Passengers to CHICAGO NIGHT EXPRESS, 9.15 Car to Ogdensburg.

9.15 car to Ogdensburg.

PITTSFIELD. LENOX. NORTH ADAMS AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.

Two through trains, with Drawing-room Cars, to Pittaleid daily, except Sanday, 9:01 a. m., due Pittaleid daily, except Sanday, 9:01 a. m., due Pittaleid 1:35, North Adams 2:30 p. m., 3:50 p. m., due Pittaleid 1:35, North Adams 2:30 p. m.

For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at Vist 13:01, 113, 785, 942 Broadway, 235 Columbins ave 3: Washingtoness, and 18 Station, New York, 232 Washingtoness, 256 Fritaness, and 71 Broadway, E. D., Broadway, 236 Fritaness, and 71 Broadway, E. D., Broadway, 236 Fritaness, and 71 Broadway, E. D., Broadway, 236 Fritaness, and 71 Broadway, E. D., Broadway, 230, 3:20, 4:20, and 9:00 p. m., stoness, 309, 9:10 a. a., 3:00, 3:20, 4:20, and 9:00 p. m., stoness, baggage from hotels and pedidences through to destination.

JOHN M. TOUCEY, GEORGE H. DANIELS, General Manager. General Pass. Agen.

GOOD TEN DAYS, \$17.00. ALSO ROUND TRIP TICKETS, GOOD UNTIL

ALSO ROUND TRIP TICKETS, GOOD UNTIL

NOVEMBER 15TH, \$28.00.

Trains leave West 424st, Station, New-York, as follows and 15 minutes earlier from foot Franklinest.

3:30 A. M.—Darly local to Suspension Bridge, except Sundays, west of Cocymans Junction.

7:30 A. M.—Parly local to Albany and Saratoga. Paslor ear to Albany Sundays only.

10:10 A. M.—Parly for Albany Utlea, Syracuse, Rochester Buffalo, Nagarar Falls, Detroit, Calcogo; except Saturday for Toronto.

11:45 A. M.—Dily, except Sunday, to Catsaill Mountains, New-Palls, L kes Mahook and Minnesassa, Albany, Syratoga, Caldwell, Lake George, Parior care Parlog Cars and Doning Car, arriving Weshington e.s., p. m.

D. m.
Additional Express Trains: 8 8:30, 9:30, 11 a. m., 2:10, 4:30, 5: 9 p. m., 12:15 night. Sunday, 8:30, 9:30 a. m., 4:30, 5: 9 p. m., 12:15 night. Sunday, 8:30, 9:30 a. M. Atlantic Coast Line Express, daily, Seepers to Charleston Columbia, Jacksonville, and Port Tambar 9 p. m. delity Sleepers to Jacksonville, and Port Tambar 9 p. m. delity Sleepers to Jacksonville, and Port Tambar 9 p. m. delity Sleepers to Augusta and New-Orleans.

3.00 P. M. -Bally for Chesapezie & Ohio Railway. Through Sleeping and Diolog Cars.
For Old Point Confort and Norfolk via Cape Charles Route, 8 a. m. week-days, and, with Through Sleeper, 8 p. m. daily.
For Atlantic City, 1:00 p. m. week-days, with Through Buffet Parlor Car.

Saratoga and Montreal. Parlor car to Kingdon.
Saratoga and Falls, Toronto, Delroit, Calculated and Charles.
Saratoga and Montreal. Parlor car to Kingdon.
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ROYAL BLUE LINE

PHILADELPHIA, BALTIMORE, AND WASHINGTON. For Philadelphia, week days, 4,20, 8,90, 0,00, 10,90, 11,30 (Dhilag car) A. M., 1,30, 2,15, 3,30 (Dhilag Car) 4,00 (Buffet Parlor Lar, 5,00, 6,00, 7,39, 8,45 P. M., 12,15 Higgs, Sunday, 9,00, 10,30, 11,30 (Dhilag Car) A. M., 1,30, 2,30 (Dhilag Car), 5,00, 6,90 P. M., 12,13 hight.

For Baltimere and Washington, week days and Sandays.

9:00, 11:30 (Daning Car) A. M., 1:30, 3:30 (Dining Car).

5:00, 6:00 F. M., 12:15 night.

For Faston, Bethichen, Allestown, Mauch Churk, &c.,

4:00, 7:15 S:45 A. M., 1:30, 4:30, 5:45, 7:30 to Allestown, P. M. Sundays, 4:30, 7:15 A. M., 1:00, 5:30 town P. M. Sundays, 4 39, 7 15 A. M., 1 39, 5 39, P. M. Wilkesbarre, Pittston, and Scianton, 8 45 A. M., 4 30 P. M. Sundays, 4 39 A. M.
For Reading at 4 300, 8 500, 8 45, 10 500, 11 30 A. M., 1 00, 1 30, 2 15, 4 00, 5 500, 5 45, 7 30 P. M., 12 15 night, except Saturd y right, Sundays, 1 30, 1 30, 3 30, 5 00, 5 30, 6 00 P. M., 12 15 night, For Harrisburg at 4 100, 8 00, 8 45, A. M., 1 00, 1 30, 4 50, 5 500, 5 45, P. M., 12 15 night, excepting Saturday night. Sundays, 1 30, 1 20, 5 00, 5 33 P. M., 12 15 night. Pottsville at 4:00, 8:00, 8:45, 11:30, A, M., 1:00, 4:00, 7:30 P. M., 12:35 night except Schedy Sundays, 1:00, 1:30, 3:30, 6:00 P. M., 12:35

bight.
S. Sunbury. Lewisburg. and Williamsport at 4,00, 8,00, 8,45, A. M., 1,00, 1,30, 7,30, P. M., 12,15 mgas, except saturday night. Sundays, 7,15 A. M., 6,00 P. M., 12,15 mgas. S 500, S 45, A. M., 1 100, 1 30, 7 35, A. M., 6 500 P. M., 12 13 night.

For Red Bank, Loug Branch, and points south to Point Picasant, 4 30, 8 15, 11 30, A. M., 1 30, 1 145, 4 50, 4 20 5, 38 to Red Bank and Branchnert, 6 15 P. M. Sundays, except Ocean Grove and Asbury Park, 9 50 A. M., 4 30 P. M. POR LAKEWOOD.

Toms River, Parment Park, and Brancent, 4 30, 8 15, A. M., 1 15, 4 20 P. M.

For Atlantic City, Vincland and Bridgeton, 4 30 A. M., 145, 9 P. M.

For Moumouth Peach, Scal right and Hishland Beach, 4 30, 8 15, 11 30 A. M., 150, 1 15 (3 45 to Monmouth, 15, 11 30 A. M., 150, 1 15 (3 45 to Monmouth, 15, 11 30 A. M., 150, 1 15 (3 45 to Monmouth, 15, 11 30 A. M., 150, 1 15 (3 48 b) Monmouth, 15, 11 30

DELAWARE, LACKAWANNA & WESTERN R. B. Stations in New-York foot of Barclay and Christopher

STRIBULED TRAINS, PILLMAN COACHES, SPECIAL COACH EXCIRSIONS TO WORLDS, FAIR—TICKETS, GOOD 10 UAYS—\$17.00. OCT. 16TH AND 24TH.

EXCLRSION TICKETS, \$28.00. GOOD 1 WILL AND 24TH.

CLAIR, THE ORANGES, SUMMIL, BETAINSHIE, BASELING BEIGGS, MARINE, BLOOM 1 PARCHES, BESTON, DAVER, STRIBE, MARINE, BLOOM, HARLE, PATERSON, BESTON, DAVER, SCHOOLEYS, MOUNTAIN, WASHINGTON, PHILLIPSBURG, EASION, WATER GAP, STROUDSBURG, PRODUCT, MOUNTAIN, WASHINGTON, PHILLIPSBURG, EASION, WATER GAP, STROUDSBURG, PROMO MOUNTAIN, SCRANGE, WILLIAM OF THE STROUGH S

7:20 A. M. -BINGHAMTON MAIL. Stops at principal 7020 A. M.—BINGHAMTON MAIL. Stops at principal stations.
1000 P. M.—SCRANTON, BINGHAMTON and EL-MIRR EXPRESS. Pulman parior cars.
4110 P. M. SCRANTON, WILKESBARKE and PLYB.
OUTH EXPRESS. Pulman parior cars.
7030 P. M., Daily).—RIFFALO LIMITED EXPRESS.
Pulman sieepers.
Arrives at 7.15 a. m.
Pulman sieepers.
TICKETS and PULLMAN CCOMMODATIONS at 78
MUTRAYSt. and 420 Broadway Tickets at ferry stations,
785 and 942 Broadway, 33 West 125th-st. 235 Columbus,
ave. New-York; 333 Washington-st., 726 Pulmon-st. and
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WESTCOTT EXPRESS COMPANY will call for and check Laggage from hetel or residence to destination.

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PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York, foot of Liberty-St.
For CHICAGO, II-30 a. m., 1 30. 6 p. m., 12:15 night.
For CHICAGO, II-30 a. m., 1 30. 6 p. m., 12:15 night.
For CHICAGO, II-30 a. m., 1 130. 6 p. m., 12:15 night.
For CHICAGO, II-30 a. m., 1 130. 6 p. m., 12:15 night.
For CHICAGO, II-30 p. m., 12:15 night.
For WASHINGTON, BALTIMORE 9 a. m., II-30
a. m., Dining Carl, I-30 p. m., EX. Sunday.
For NORFOLK, Bay Line, I-30 p. m. EX. Sunday.
For NORFOLK, Bay Line, I-30 p. m. EX. Sunday.
E. 14th-st., 400 Grard-st., N. Y.; All Fulton-st., Rock.
E. 14th-st., 400 Grard-st., N. Y.; All Fulton-st., Rock.
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